

COMPLETE STREETS POLICY

Councilman Rowe offered the following Resolution:

RESOLUTION 60-2019

Town of Ripley

Complete Streets Policy

Whereas: The Town of Ripley understands the need to revitalize and capitalize on Ripley's Main Street and Ripley's roadways. As such, during the development of the Town's Main Street Plan many ideas were discussed that directly relate to the ideals and vision of Complete Street Policies that have been adopted by many communities around the state; and

Whereas: The Town of Ripley's Complete Streets Policy's main objective is to have a complete, connected network of roadways that will be planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities. The Town's policy will prioritize the protection and equity of vulnerable users: children, the elderly, and persons with disabilities. These objectives will encourage the walkability of not only Main Street, but secondary roadways and side streets as well; and

Whereas: A Complete Streets Policy, applicable to all streets and roads, will encourage healthy, active living; reduce the potential for traffic congestion; and improve the safety and quality of life of Town residents; and

Whereas: Complete Street roadway design features include, but are not limited to, sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, curb ramps, raised crosswalks, landscaping, and traffic calming measures; and

Whereas: The Town of Ripley's Main Street Plan determined that consideration should be given to creating bicycle facilities or expanding pedestrian facilities in place of some of parking or travel lane space; and

Whereas: Complete Street roadway design features align with preferences for interesting landscaping alternatives and improved use of public spaces, as expressed by Town residents in public input sessions during development of the Main Street Plan; and

Whereas: Streetscaping is an often-used tool to help achieve the goal of a walkable and compact Main Street. Enhanced streetscape elements may include a tree lawn with street trees, street level lighting, bicycle sharrows, benches, trash receptacles, and improved crosswalks and sidewalks. Future streetscape improvements will not impact existing parking lanes on either side of the Main Street; these will remain to provide ample on-street parking for Main Street shoppers. All of these elements will combine to provide a comfortable and interesting pedestrian experience without compromising access to motorists. Streetscaping elements naturally help to calm and slow traffic, which also improves safety for bicyclists, pedestrians, and motorists; and

Whereas: The Town of Ripley recognizes that Complete Streets will enhance pedestrian, bicycle and trail connections within our neighborhoods and hamlet center; and

Whereas: The Town of Ripley recognizes the importance of creating Complete Streets through the planning, design, and construction of all new streets and street reconstruction undertaken by and in the Town; and

Whereas: The Town of Ripley will attempt to draw upon all possible funding sources to plan and implement Complete Streets elements to make project implementation economically feasible;

Therefore be it Resolved: Beginning on the effective date of this policy, all transportation projects in the Town of Ripley including private development projects, shall accommodate to the greatest extent possible the safety and convenience of all users in accordance with Complete Streets Principles; and

Be it further resolved: That it is the intent of the Town of Ripley to promote the coordinated implementation of Complete Streets projects and policies; and

Be it further resolved: That the Town of Ripley will incorporate Complete Streets design features and practices in the planning, design, approval and implementation processes for any construction, reconstruction, retrofit, maintenance, alteration or repair of streets bridges or other portions of the

transportation network whenever feasible. The Town of Ripley will also require that new or revised land use policies, plans, and zoning ordinance amendments specify how they will support the community's Complete Streets vision. Funding prioritization will go to projects that align with this Complete Streets policy: and

Be it further resolved: The Town of Ripley will assemble a Complete Streets Committee to review Town highway projects and applications before the (Planning Board/Town Board) to ensure these projects align with this Complete Street Policy. The Committee shall establish a policy of project performance review board based upon reasonable outcomes.

The Town Board in conjunction with the Town's Highway Superintendent, Town of Ripley Planning Board, and Chautauqua County Division of Planning, shall review the Complete Streets Policy every four years and recommend updates to the Town Board as necessary.

Performance Measures:

The Town of Ripley shall measure the success of this Complete Streets Policy using the following performance measures and provide the results for the four-year review.

- a. Linear feet of new or reconstructed sidewalks.
- b. Linear miles of new or restriped on street bicycle facilities.
- c. Number of new and/or reconstructed curb ramps.
- d. Number of traffic calming projects approved and implemented; and
- e. Number of crosswalks and intersection improvements.

Inclusions

1. Roadways, shoulders, sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, rail crossings, and all connecting pathways should be designed, constructed, operated and maintained to align with this Complete Streets Policy.
2. Transportation projects should address the need for pedestrians and bicyclists to cross facilities as well as travel along them. The design and construction of new facilities should not preclude improvements to accommodate future demand for walking and bicycling, especially in order to access transit.
3. Transportation projects will comply with the latest design standards, particularly standards relating to providing access for individuals with disabilities.
4. Complete Streets principles should be applied in due consideration of the urban, suburban, or rural context in which a project is located, as well as applicable federal, state, and local environmental requirements. While all road users should be accommodated, modal priorities may vary by area and facility.

Exemptions

1. To a new transportation facility construction or modification project for which, as of the effective date of the adoption of the policy, at least 30 percent of the design phase is completed.
2. To a transportation facility which prohibits, by law, use of the facility by specified users, in which case a greater effort should be made to accommodate those specified users elsewhere in the travel corridor.

3. When the cost to achieve compliance with the applicable complete streets policy would be excessively disproportionate (as per FHWA guidance), as compared to the need or probable use of a particular complete street.
4. When the existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a need (as per FHWA guidance) to implement the Complete Streets Policy.
5. To passenger and freight rail projects, which shall not be required to accommodate other motorized users in the railway right of way, although safe and adequate rail crossings for motorized and non-motorized users should be provided.

Resolution 60-2019 was seconded by Councilwoman Hathaway. ROLL CALL VOTE: Mr. Trevelline YES, Mr. Rowe YES, Mrs. Hathaway YES and Mr. Bowen YES. Carried unanimously.

This is to certify that Resolution 60-2019 was approved at the regular Town Board Meeting of April 11, 2019.


Rebecca Rowe Carvalho
Town Clerk
04/25/2019

(S E A L)